

ENGINEERS' STRIKE SEEMS INEVITABLE

Managers of Fifty Eastern Railroads Refuse Demands, and Brotherhood Prepares to Go Out.

GREAT TIE-UP THREATENED

About 52 Per Cent of the Traffic of the Country Involved if Men Make Good Their Threat to Quit Engines.

It looked last night as if a strike of the engineers on fifty Eastern railroads was inevitable. While Grand Chief Stone of the Brotherhood of Locomotive Engineers said that his committee would wait until this afternoon for a final reply from the committee of railroad managers to the demands, which include increases averaging 18 per cent in wages, the armistice of forty-eight hours which his committee had decided on really expired at 8 p. m. yesterday, and little change is expected in the attitude of the railroads.

The Harlem division of the Brotherhood of Locomotive Engineers at a meeting in White Plains voted to a man to stand by Grand Chief Stone and his committee of fifty in their strike ultimatum. Chief Stone addressed about three hundred men of the Harlem and other divisions at this meeting, and was received with enthusiasm. Joseph Watson, general chairman of the engineers of the New York Central lines, presided at the meeting. There were also present Assistant Grand Chiefs Caddell and Burgess, of Cleveland; General Chairman Osterhaus of the Boston & Albany engineers and Chairman Fitch of the engineers of the Nickel Plate.

Chief Stone, when he returned to his headquarters in the Broadway Central Hotel, was inundated with telegrams from different divisions. He said that many of these telegrams informed him all pensioners who had been laid off for disabilities had been ordered to be ready to report for duty.

Stone Accuses Roads.

Chief Stone was angry when he read some of the telegrams. He said the railroads were not remaining neutral, though an armistice of forty-eight hours had been agreed on by the committee of fifty engineers, representing the fifty railroads involved.

"If we do not receive a different reply from the railroads to-morrow to the replies we have previously received to our notification of the strike vote," he said, "there will be no time lost in releasing the strike order. If the reply is not satisfactory the members of the engineers' committee will at once go to the districts to call the men out. The railroads appear to want a fight and they will get it. The armistice really expires at 8 o'clock this evening, but a few hours here or there will not matter, and we will wait until a reasonable time in the afternoon to-morrow to hear from the committee of managers."

He said he had a visit from Labor Commissioner Neill, who then returned to Washington. As to a possible intervention by President Taft to avert the strike, Mr. Stone said that while there was a law providing for such matters there was no occasion for Mr. Taft to intervene.

"The Erdman mediation act," he said, "was designed to bring about peace, but it is not mandatory and no one has appealed to it yet. One side would have to appeal to it and both sides would have to agree to arbitration under its provisions or there could be no arbitration. The managers' committee seems to want a fight, but we will wait until the committee meets to-morrow before acting."

Biggest Systems Involved.

The following are the railroads affected by the threatened strike, which would directly affect between 34,000 and 35,000 engineers:

Baltimore & Ohio, Bessemer & Maine, Lake Erie, Boston & Albany, Boston, Buffalo, Rochester & Pittsburgh, Buffalo & Susquehanna, Central New England, Chicago, Indianapolis & Louisville, Chicago, Terre Haute & Southern, Cincinnati Northern, Cincinnati, Hamilton & Dayton, Cleveland, Cincinnati, Chicago & St. Louis, Delaware & Hudson, Delaware, Lackawanna & Western, Detroit, Toledo & Ironton, Dunham, Allegheny Valley & Pittsburgh, Erie, Grand Rapids & Indiana, Hocking Valley, Indiana Harbor Belt, Indianapolis Union, Kanawha & Michigan, Lake Erie & Western, Lake Erie, Alliance & Wheeling, Lake Shore & Michigan Southern, Lehigh Valley, Long Island, Maine Central, Michigan Central, New York Central & Hudson River, New York, Chicago & St. Louis, New York, New Haven & Hartford, New York, Ontario & Western, New York, Philadelphia & Norfolk, New York, Susquehanna & Western, New Jersey & New York, Pennsylvania Lines East, Pennsylvania Lines West, Pere Marquette, Pittsburgh & Lake Erie, Reading system, Toledo & Ohio Central, Toledo, St. Louis & Western, Vandallia Lines, Western Maryland, Wheeling & Lake Erie, West Side Belt Line and Wabash Pittsburgh Terminal.

The total mileage of the roads in the United States is about 250,000. The fifty Eastern roads affected have 52 per cent of the traffic.

STUDENTS PLAN NEW CREED

Cornell Men Aim to Reconstruct Existing Religions.

Ithaca, N. Y., April 21.—A number of Cornell students have taken up the task of forming a new religion. Twelve of them met in the "Dutch Kitchen" and organized the Robert Ingersoll Club, "to study, investigate and criticize the existing religions and creeds of to-day, with a view of reconstructing religious thought and setting it upon a basis of fact and truth, instead of needless faith and traditional superstition."

C. N. Whitman, a sophomore, is chairman, and R. C. A. Delacozette, a junior, is secretary.

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Strategy of the Diamond

An article that will delight all fans—and surprise them, too. By BILLY EVANS, the noted umpire, in the next SUNDAY MAGAZINE of the

New-York Tribune

32 DEAD IN TORNADES; FOUR STATES SWEEP

Two in Illinois and Indiana, Another Strikes Kansas and Oklahoma.

150 PERSONS ARE INJURED

South and East Sections of Grant Park, Ill., Destroyed—Train in Race for Life Beats the Storm.

Chicago, April 21.—Thirty-two persons are known to be dead, half a score were severely injured that they may die, and a hundred and fifty others were hurt in two tornadoes, one of which swept over Southern Illinois and the other across Northern Illinois into Indiana just before sunset last night.

Twelve were killed at Bush, Ill.; five at Willisville, three at Reddick, Ill.; three near Murphysboro, Ill. and nine at Morocco, Ind.

All of the southern and eastern part of Grant Park, Ill., near Kankakee, was destroyed. Six persons were so severely injured as to require medical attention. A German church was demolished and other buildings were blown down in Grant Park.

Two sections reported tornadoes at the same time. Most damage, apparently, was done by that which appeared from Coal City, Ill., and swept eastward, the other being active in and near Murphysboro.

Kentland, Ind., April 21.—Nine persons were killed, five others so severely injured they are expected to die, half a hundred others bruised by flying debris and thousands of dollars' worth of property destroyed in and around Morocco, Newton County, when a tornado swept out of the west this evening.

Twenty houses were blown down in and near Morocco and fully forty buildings in Newton County were destroyed.

As near as can be judged here the tornado started in Iroquois County, Illinois, and swept eastward. Stock was killed when farm buildings went down.

Morocco is only five miles north of Haxelton, George Ade's country home. It has not been learned whether his property was damaged or not.

Every doctor in Morocco and adjoining territory was called out and improvised hospitals have been set up in several localities.

Kansas City, Mo., April 21.—Three persons are known to have lost their lives in the four tornadoes that late on Saturday visited Southern and Central Kansas.

A total of nearly thirty persons are known to have been injured in Kansas, and the property damage will aggregate \$200,000.

At Copan, an oil town in Oklahoma, one girl was killed and twenty-five persons injured.

A race between a Missouri Pacific train and the storm was won by the train near Nashville, Kingman County, the twister crossing the track only three telegraph poles behind the train. Passengers crowded the rear platform to see the tornado at close range.

Perry, Okla., April 21.—Two children were killed by the tornado which swept over this place late yesterday. More than one hundred wooden houses were blown over and fourteen persons slightly injured.

HEIRESS ATTEMPTS SUICIDE

Shoots Herself in Hotel and Then Telephones to Manager.

Boston, April 21.—After shooting herself through the left breast shortly before 9 o'clock this morning in her room at the Parker House, Judith Rice, the daughter of a wealthy merchant of Salt Lake City, telephoned to the clerk to have the manager sent to her room and then collapsed on the floor.

A bellboy was sent to the room to find out why the manager was wanted, and when he knocked on the door he heard a woman's voice gasp: "I've shot myself; send for an undertaker." A physician was quickly summoned and she was sent to Grace Hospital, where at a late hour to-night she was wavering between life and death.

On the table in her room was a note, which read: "Kindly telephone to Mrs. Sayre, No. 326 West 58th street, New York, about this and ask her to try and keep it out of the papers. Her telephone is No. 2,292 Columbus. Send her the box with my things in it, as my clothes may be useful to some one I know."

It is understood the motive for her attempts at suicide was the fact that recently she had been informed by her New York physician that she would have to undergo an operation before she could regain her health.

Miss Rice was an art model and formerly lived with Mrs. Alice E. Sayre, at No. 236 West 58th street. She is twenty-eight years old and the niece of D. P. Spencer, passenger agent of the Oregon Short Line, in Salt Lake City. She was educated in Paris, and came from Utah to New York about five years ago, posing for several artists, and also furnishing Western newspapers with some correspondence.

Mrs. Sayre said last night that the young woman was to have been operated on in Bellevue Saturday night, but when Mrs. Sayre telephoned to the hospital yesterday she was told Miss Rice was not at the institution. Miss Rice had been worried over the prospects of an operation, Mrs. Sayre said.

J. BRUCE ISMAY.

Managing director of the White Star company, who made his first statement to the public yesterday concerning the sinking of the Titanic, his presence on board and the circumstances of his escape from the sinking ship.



LINER RAMS FREIGHTER; PASSENGERS IN A PANIC

Mallory Steamer Denver Crashes Into the El Sud in a Dense Fog Off Texas Coast.

SAILORS LEAP OVERBOARD

Others of the Crew of Rammed Vessel Put Off in Boats and Are Picked Up—Part of Cargo Lost.

Galveston, April 21.—A costly but far from disastrous collision between the incoming Mallory liner Denver, seven days out from New York, with thirty-five cabin passengers, and the outbound New York Morgan Line freighter El Sud, occurred in a dense fog on Saturday night. Refusal of the local Mallory Line office to divulge the nature of the wireless messages exchanged between a port station and the incoming Denver gave rise throughout marine circles to excited apprehension, which later was alleviated.

Both boats reached Galveston to-day under their own steam, the Denver discharging her passengers safely. According to Captain Staples of the Denver, which was not seriously injured, he was incoming at half speed, and, slowing down, steered far to starboard to avoid the outbound boat. The El Sud, however, appeared to have put across her bow and was rammed in her port side near the forward hatch, more than half way through the vessel and from deck to keel.

Some of the crew of the El Sud jumped overboard and others put off in boats, while for a time panic reigned on the Denver. All but one boatload of the El Sud's crew returned when they saw the boat was seaworthy, the one being picked up by the Denver as she lay at anchor, twenty miles from the docks, to give assistance.

Captain Forbes of the El Sud said he heard the Denver's whistles, but they sounded to him on his port side until too late to get out of the way. The El Sud was able to reach the Southern Pacific docks with the aid of two tugs and the pilot boat Texas. She is now lying about thirty feet in the water, and the exact extent of damage to her has not been determined. Much of the cargo of cotton, lumber, mohair, hops and wine is damaged or lost.

PREACHER TO POORHOUSE

Spent 70 Years in Spreading the Gospel—A Pauper at 97.

[By Telegraph to The Tribune.] Springfield, Mass., April 21.—William O. Peterson, ninety-seven years old, who has been a preacher for seventy years, has been taken to the almshouse here to end his days. After all these years in struggling to aid others he has been obliged to fall back on the state to care for him.

"I was not an ordained minister; hence they can do nothing for me," said the aged preacher, referring to the Methodist Church, to which his whole life has been devoted, and to the teaching of the tenets of which he has clung faithfully.

He married Miss Mina Van Schaick, a daughter of an old New York family. With her he lived in harmony and peace from his twenty-sixth year until seventeen years ago, when she died. They had five children. One of his daughters lives in this city, but has not the means to care for her father.

ISMAY DEFENDS HIS PERSONAL CONDUCT

Issues Statement Covering His Part in the Critical Hours Preceding the Sinking of the Titanic.

CAPTAIN SMITH IN SOLE CHARGE

Managing Director Declares He Was a Passenger and Exercised No Greater Rights, Was Not Consulted About the Ship and Denies He Even Said He Wanted Her to Make a Speed Record.

J. Bruce Ismay, managing director of the International Mercantile Marine Company, shortly before leaving New York yesterday for Washington, where he is to appear this morning as a witness before the Senate committee investigating the Titanic disaster, issued a statement defending his personal conduct during the critical hours before the sinking of the Titanic.

He asserted that he got into the last boat, a collapsible one, on the starboard side, after no women and children were left. Mr. Ismay also declared that for two hours after the Titanic had struck the iceberg he worked on the starboard deck, assisting women and children into the boats and helping lower them.

During the voyage of the Titanic he was a passenger, and exercised no greater rights, Mr. Ismay declared. He said he was not consulted by the captain about the ship, course, speed, navigation or conduct at sea. He further denied having ever said that he wanted the Titanic to make a speed record.

The statement, in full, is as follows:

"When I appeared before the Senate committee Friday morning I supposed the purpose of the inquiry was to ascertain the cause of the sinking of the Titanic, with a view to determining whether additional legislation was required to prevent the recurrence of so horrible a disaster.

"I welcomed such inquiry and appeared voluntarily, without subpoena, and answered all questions put to me by the members of the committee to the best of my ability, with complete frankness and without reserve. I did not suppose the question of my personal conduct was the subject of the inquiry, although I was ready to tell everything I did on the night of the collision.

"As I have been subpoenaed to attend before the committee in Washington to-morrow, I should prefer to make no public statement out of respect for the committee, but I do not think that courtesy requires me to be silent in the face of the untrue statements made in some of the newspapers.

"When I went on board the Titanic at Southampton, on April 10, it was my intention to return by her. I had no intention of remaining in the United States at that time. I came merely to observe the new vessel, as I had done in the case of other vessels of our lines.

TRAVELED ONLY AS A PASSENGER.

"During the voyage I was a passenger and exercised no greater rights or privileges than any other passenger. I was not consulted by the commander about the ship, her course, speed, navigation, or her conduct at sea. All these matters were under the exclusive control of the captain. I saw Captain Smith only casually, as other passengers

Continued on second page, third column.

FINDS BODIES OF TITANIC'S DROWNED

Reported Cable Steamer Mackay-Bennett Has Recovered 64 That Have Been or May Be Identified.

SINKS THOSE UNIDENTIFIABLE

St. John's Dispatch Tells of the Success Attending the Search for Victims' Bodies—Names Not Obtainable as Yet—The Mackay-Bennett May Arrive at Halifax by Wednesday.

St. John's, N. F., April 21.—Sixty-four bodies have been recovered by the cable steamer Mackay-Bennett, which has been searching the vicinity of the Titanic disaster, according to a report that reached this city to-night.

It is said a number of bodies which were recovered were sunk again, as they were without identification marks.

The names of those identified could not be obtained through the Cape Race wireless station.

The sixty-four bodies recovered are regarded as identifiable, according to the report. Those that were sunk were presumably in a condition making their identification impossible.

Halifax, N. S., April 21.—Confirmation of reports that a large number of the bodies of the victims of the Titanic disaster were afloat was received to-night in a wireless dispatch from the steamship Bremen, via the Sable Island and Camperdown wireless stations. The text of the message was as follows:

"The steamer Bremen, bound for New York and the steamer Rhein passed on Saturday afternoon, in 42:0 north latitude and 49:20 west longitude, in the neighborhood of three large icebergs. Sighted numerous pieces of wreckage and a great number of human bodies with life preservers on floating in the sea. Sighted and spoke the cable steamer Mackay-Bennett on the way to recover the floating bodies." (Signed) "Captain Prager."

No direct word had been received here up to a late hour to-night from the steamer Mackay-Bennett in confirmation of the reports from St. John's, N. F., that "sixty-four or more bodies had been recovered," but from the fact that a large number of them were seen last night, and that the Mackay-Bennett is now in the vicinity, it is believed here to be probable that the searchers have met with success.

The searchers are probably unable to communicate directly with Cape Race, which is about 360 miles away, because the wireless range on the cable ship is only about 200 miles.

The steamer Empress of Ireland, which sailed last night for Liverpool, should be in a position early in the morning to speak the Mackay-Bennett and probably relay ashore what news the cable ship may have.

The cable ship Mackay-Bennett, which was at Halifax when the Titanic sank, was requested by the White Star Line on Tuesday to proceed to the place where the Titanic went down to search for bodies. It is estimated from the latitude and longitude given by the cable ship that the bodies she recovered had drifted eastward about sixty miles from where they sank.

As Halifax is the nearest convenient port for the landing of the bodies, it is thought the Mackay-Bennett will proceed to that port. If she started for Halifax yesterday she would hardly reach that port before Wednesday. The place where the bodies were recovered is about six hundred miles from Halifax.

ISMAY AND FRANKLIN GO TO WASHINGTON

Developments of the Day in Investigation of Titanic Disaster Summarized.

J. Bruce Ismay, chairman of the board of directors and managing director of the White Star company, and P. A. S. Franklin, vice-president of the White Star, with the four surviving officers and twenty-two members of the crew of the Titanic, went to Washington yesterday afternoon to appear before the Senate investigating committee, which will resume its sessions there this morning. Just before he left New York Mr. Ismay gave out a long statement defending his personal conduct on the Titanic.

The official report of the disaster sent by the White Star offices here to the head offices in Liverpool was made public yesterday.

It said that at 11:45 p. m. on April 14 the Titanic sighted a low lying berg directly ahead. The first officer starboarded the helm, reversed full speed and closed all compartments. The vessel struck the berg bluff on the starboard bow, but there was a grinding sound, showing the opening of several compartments on the starboard side. The Titanic sank at 2:20 a. m., after all the boats were away except one collapsible.

Thomas Whitley, a steward on the Titanic, who is in St. Vincent's Hospital, has said that two members of the Titanic's crew who are now on their way home on the Lapland told him they were in the crew's nest at the time of the collision and reported the berg in sight to First Officer Murdoch at 11:15 p. m. They said, according to Whitley, that they reported the berg to Murdoch three times before the Titanic struck.

A comparison of the original passenger lists of the Titanic with the list of survivors shows that, in spite of the gallantry of hundreds of men, who gave way to the women, 135 women were lost, among them sixteen from the first cabin.

The cable ship Mackay-Bennett, which was chartered by the White Star Line to go to the scene of the wreck and search for bodies of those lost with the Titanic, was reported last night to have recovered sixty-four bodies yesterday. Wireless messages from the Mackay-Bennett saying that the work of recovering bodies from the Titanic was to begin yesterday were given out by the White Star Line in the afternoon. The messages were addressed to J. Bruce Ismay. The first one said:

Steamer Rhein reports passing wreckage 42:1 north, 49:18 west, eight miles west of three big icebergs. Now making for that position. Expect to arrive at 8 o'clock to-night.

The second message said:

Received further information from Bremen (presumably steamship Bremen) and arrive on ground at 8 p. m. Start on operations to-morrow. Have been considerably delayed on passage by dense fog.

"Every effort will be made to identify each body recovered, and any news will be sent through immediately by wireless," Mr. Ismay said, when the messages were shown to him. "In addition to any such messages as there, the Mackay-Bennett will make a report of its activities each morning by wireless."